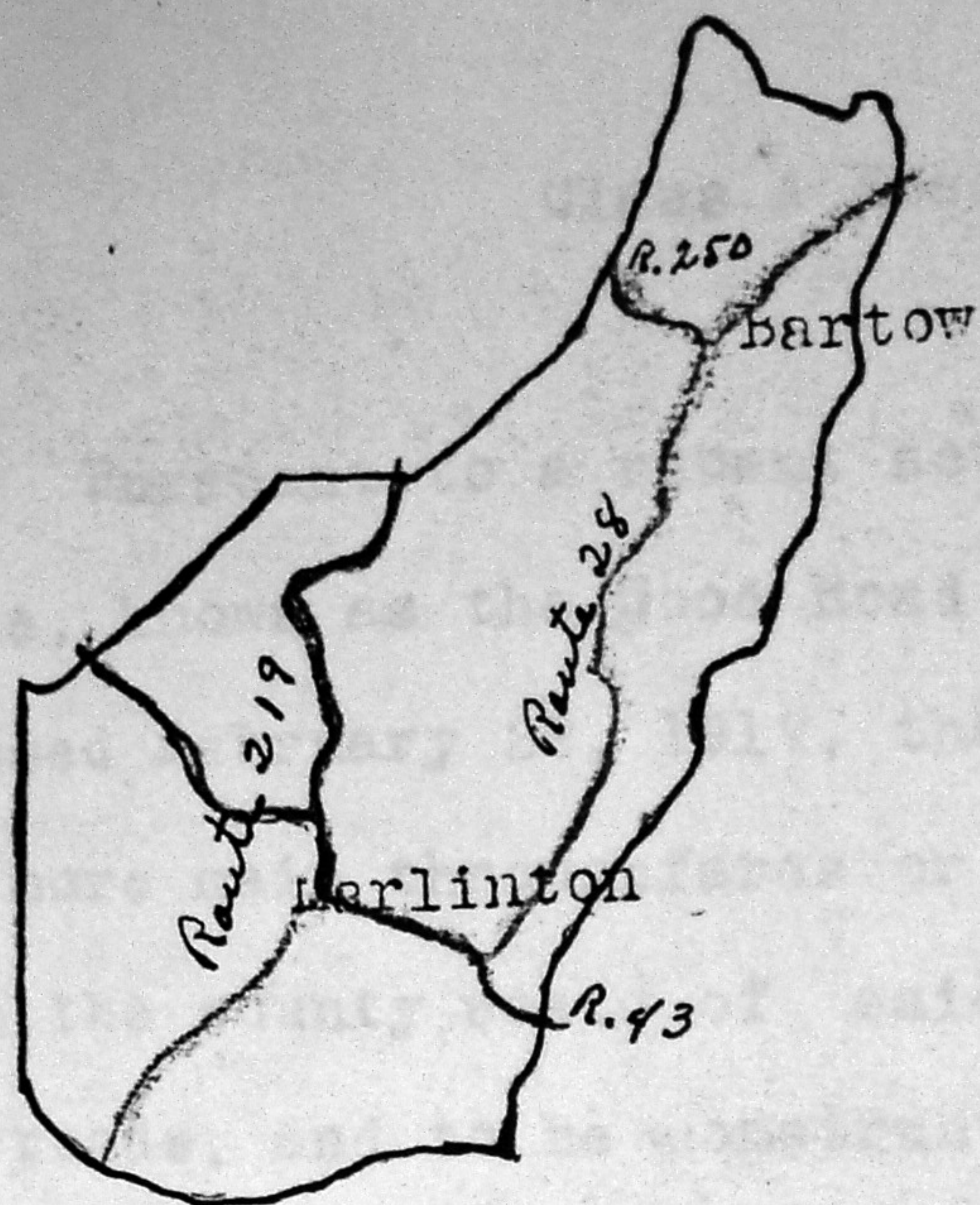


Pocahontas county



Roads that were first approved as those to be made into Class A roads. Notice that they include what is now U. S. Route 219, a part of U. S. 250 , all of State Route 28, and route 43 which has not been hard surfaced. The branch road to go by Onoto and Williams river to the Webster county line is now a hard surfaced road most of the way to the Williams river but it has not been extended to Webster county.

Class A Roads

Pursuant to a recent act of the Legislature of West Virginia, known as the Good Road law being Senate bill No. 284 passed February 22, 1917, the court proceeded to establish two or more main throughfares or roads through the county and through the county seat of said county to be known as main county roads, and to be constructed and maintained by taxation upon all the taxable property of the county and by apportionment from the Federal aid and the State Road fund.

The said roads so established by the court to be and are hereby designated as follows:

First--- A road beginning at the top of Allegheny mountain, on the Warn Springs and Marlinton Pike, on Bath county line, thence with said pike by way of Minnehaha Springs and Huntersville to Marlinton, through Marlinton, thence with the Marlinton and Huttonsville Turnpike by the way of Edray and Linwood to the Randolph county line.

Second---And the second main county road to be one of the following roads:

Either--A road beginning on the Greenbrier county line, on the Turnpike known for many years as the Marlins Bottom and Lewisburg Turnpike thence with said pike by way of Hillsboro, Millpoint, Buckeye to Marlinton and through said town to Huntersville, Minnehaha Springs, Frost, Dunmore, Greenbank, Arbovale to Bartow, and thence with the Staunton and Parkersburg Turnpike by way of Durbin to the Randolph county line

on Cheat Mountain.

Or----A road beginning on the Greenbrier county line on the Marlins Bottom and Lewisburg Turnpike thence by way of hillsboro to Marlinton, thence to Huntersville, Dilleys Mill, Dunmore to Bartow, thence with the Staunton, Parkersburg turnpike to Durbin, and to the Randolph county line on Cheat Mountain. This second road is given in the alternative for the reason that the road must be submitted to the State Road Commission for its approval, and at this time, without knowing what is the idea being pursued by adjoining counties, this court is not in possession of information in regard to outside connecting roads that may be necessary to the proper and most advantageous locations. In any event the route from Marlinton to Huntersville will be traversed by either route.

Class A Roads

As provided in ch. 66 of the Acts of the Legislature of W. Va. Regular session, 1917, the County Court of Pocahontas county for and on behalf of itself and of said county, assents to the terms and provisions of said act in relation to the establishment and maintenance of Class A roads or main county roads and does this day hereby apply to and agree to accept from the State Road Commission of the state of West Virginia created by said act, this county's proportion of the State Road fund and hereby agrees to supplement and apportionment with a like or greater sum for the construction and maintenance of Class A or main county roads, heretofore designated by this court and approved by the said commission, which certificate

of approval by said Commission reads as follows:

"To the County Court of Pocahontas County

Greetings;

After considering the roads on a map, prepared by the State Road Bureau and heretofore approved by this Commission, by order entered on the 27th day of June, 1917 designated and certified to this Commission as required by law, certain class A roads set forth in said order. Therefore, pursuant to Section 20 chapter 66, Regular Session of the Legislature Acts 1917, hereby approves the class A or Main County Roads, hereinafter described, subject to such changes as to comply with specifications of this Commission.

Beginning on the top of Allegheny Mountain on the Bath County line, thence to Minnehaha Springs, Huntersville, Marlinton, Adray, Old Field Fork of Elk, Slaty Fork, Split Rock, to the Randolph County line. A branch of said road to begin near Adray, thence to Onoto, Laurel Creek, Williams River and *never completed* near Creek to the Webster County line.

Beginning on Droop Mountain at the Greenbrier county line, thence to Hillsboro, Millpoint, Buckeye, Marlinton, Minnehaha, Frost, Dunmore, Greenbank, thence up Deer Creek and over the divide to East Fork of Greenbrier river at Bartow, down the West Fork to Durbin, thence acrossn back Allegheny Mountain to the Randolph county line. A branch of said road to begin at Bartow, thence up the East Fork to the Pendleton county line to connect with a class A road leading to Franklin.

The approximate mileage of the above described roads is 127 miles. Approved this the 27th day of July, 1917"